

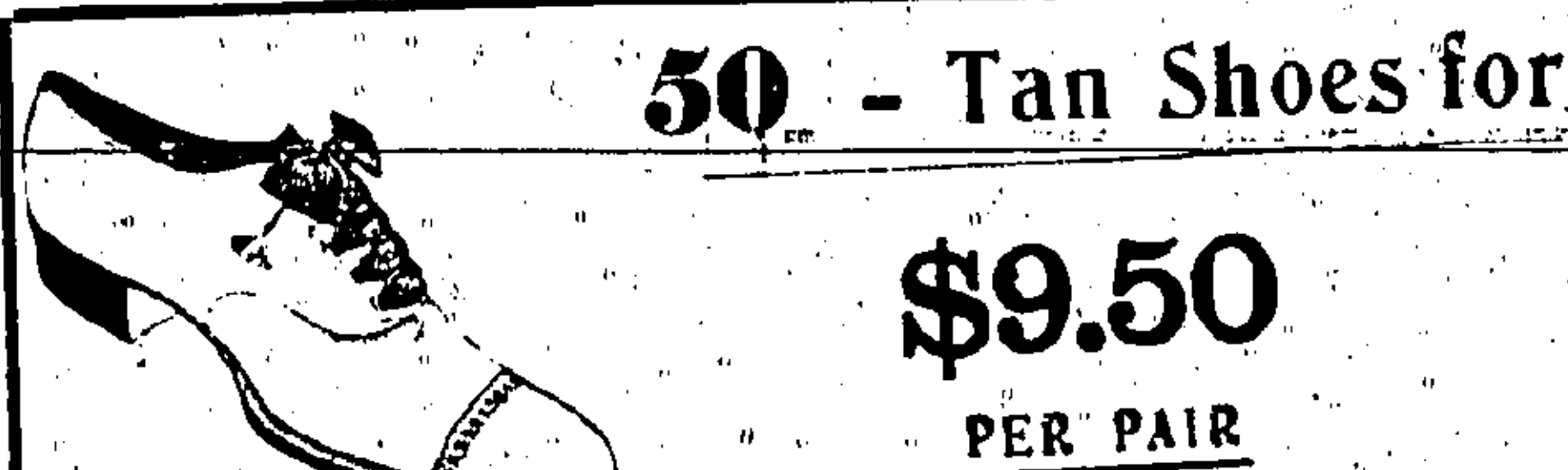
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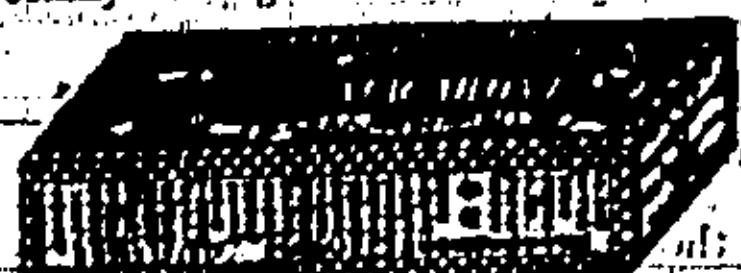
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CONDITIONS IN GERMANY.

DR. KOESTER'S VIEWS.

The Daily Telegraph's special correspondent at Berlin wrote on May 15th:—

In view of the reports which have appeared in the German Press regarding the attitude of the Government towards the Spa Conference, I sought an interview with the Foreign Minister, Dr. Koester, who received me this morning.

The first subject discussed was the statement of the *Frankfurter Zeitung* that no representatives would be sent to Spa or Paris unless the French troops were withdrawn from Frankfurt. The Minister said he had no doubt that Frankfurt and the surrounding district would be duly evacuated by the French. There had been a general discussion in the Cabinet on the Spa Conference, and the unanimous opinion was that until the troops had been withdrawn it was out of the question for Germany to go to Spa to discuss the carrying out of the Peace Treaty, since a continued occupation of the district was itself a contravention of its conditions. No formal decision was arrived at on the matter, however, and no question arose at the meeting of an announcement to the Press, so that the *Frankfurter Zeitung* had published the statement on its own authority. Dr. Koester pointed out that the German Government had already fulfilled the demand of the Allies that the number of troops in the neutral zone should be reduced to that fixed in the agreement of August, 1919, but so far there was no sign of the departure of the French and Belgian troops, and the German Government regarded it as essential to fruitful negotiations at Spa that this breach of the Treaty should be brought to an end. His Government desired to see the method of dealing with Germany by means of armistice notes and force replaced by amicable discussion as to how the Pact of Versailles could be carried out.

Asked whether Germany proposed to send no representatives to Spa or Paris if it was merely a question of her course of action being dictated to her without discussion, or whether in that case she would send no Ministers, but minor officials to receive the so-called financial sentences pronounced against her, Dr. Koester said: "I do not count on the possibility of such a course being followed by the Entente. If that were its policy then, arranging for a conference at Spa for all that would be necessary would be the transmission of a Note to Berlin."

PAYMENT OF REPARATION.

I then asked him whether the German Government would propose the payment of a fixed sum to the Entente, and whether it would suggest that yearly payments should be equal, or on an ascending scale. "This question," Dr. Koester replied, "is not yet settled. I understand my colleagues at the Ministry of Finance are sitting night and day to consider it. My own view is that all we propose at Spa must be such that there cannot be any doubt that we are not only willing but are able to carry out our undertakings. Our policy there can only be to lay before the Allies clearly, openly, and completely our economic, financial, and political situation, and to bring about an exhaustive discussion with the other representatives as to how we can best fulfil the terms of the Treaty on the basis of the conditions prevailing in Germany. There is one prerequisite, namely, the Allies must decide definitely what they really intend to do with that country, whether they wish for its rehabilitation and consolidation or not. Perhaps there are on the side of the Entente those who desire that politically Germany shall be dismembered, and that economically she shall remain weak. If that wish prevails at Spa, then the conference will have no significance for Europe. I believe that my country can recover without unsettling conditions in Europe, either in the political or the economic sphere."

For this it is necessary that Germany shall be put in a position to feed her population, to increase her agricultural production, to supply her industries with raw material, and to raise the value of her currency to a level which will assure her participation in international trade. Otherwise Germany will, I am convinced, be thrown into a state of perpetual political and economic unrest. We shall not have league between the Communists and the Reactionaries hit in the last few months made such progress as to be a menace to Central Europe.

"We have in our possession a number of documents proving the close connection which exists between the extremists of the Left and those of the Right. Each of these factions hopes to use the other for its own ends, and to discard it when these objects have been fulfilled. The Communists dream is to employ the reactionary troops to upset the Government and bring about a dictatorship, but this they propose to convert into the dictatorship of the proletariat. The officers, on the other hand, desire the Communists to aid them in a coup d'état which they intend shall resolve itself into a military autocracy. If," continued the Minister, "the Allies desire to see the return of stable conditions in Central Europe, they must take the risk of Germany becoming economically strong again. Our chief political problem is to get rid of the spirit of reactionary militarism, and to substitute in the minds and hearts of the people the love for democratic institutions and laws."

"Germany is an ailing land, physically, economically, and politically. In the matter of food supplies the policy of the Allies has led to no real improvement." Here Dr. Koester produced statistics showing that after some improvement in the summer of 1919 the number of calories now obtained from their rations by the population was as low as in the period immediately following the armistice. "At the same time," said the Minister, "the luxury articles were poured into Germany through the gap in the West by the French, English, and Americans, and have induced our people to spend seventeen milliard marks which might have been better employed. The French believe Germany can be forced to pay their taxes, but the cost to Germany of the Army of Occupation, which is nearly three milliard marks per annum, while it is a drain on the country, does not benefit the English taxpayer, who would be better pleased to have this money for the reconstruction of the devastated areas."

(Continued at foot of next column.)

LENIN DISCUSSES RUSSIA AND JAPAN.

VIEWS PROPOSED WITH OPTIMISM.

Expressing regret that a series of Russo-Japanese misunderstandings had arisen recently in the course of an interview granted to Mr. Fuse, the Japanese correspondent of the *Nichi Nichi* now in Moscow, Lenin, the Soviet dictator, said:—

"Although it is deplorable that some Japanese still do not understand the Russian revolutionists, I am nevertheless optimistic regarding the future of Russo-Japanese relations. The Russian Soviet has already recognised the erection of a buffer state in the Far East, and I am confident that this will show that we are ready to meet Japan half way, and will go a great length in restoring peace in the Far East."

RUSSIA IS OUT OF THE WOOD.

That Russia is now safely through the wood was one of the statements that Lenin made. He admitted that there were yet many difficulties to be overcome, but he believed that the hardest portion of the work had been already accomplished. "It took Russia," he said, "no less than 30 years to pass from feudalism to capitalism. There is nothing extraordinary in that. Old systems may be overthrown in a day, but it takes a long period to erect a new one. In fact, the longer the period involved, the surer will be the basis of reconstruction."

"The development of a state," Lenin declared, "depends very much upon the education of the rising generation, and it is the policy of the Russian Soviet to pay every possible attention to the training of the youthful mind. We are often very disappointed to find that in schools in Switzerland, which is regarded as the most civilized of the Western countries, children are often harshly treated by schoolmasters."

THE PROBLEM FOR THE SOVIET.
How to harmonise capitalism and socialism is in Lenin's opinion, the most important problem confronting the Soviet to-day. "For this purpose," said Lenin, "the Soviet drew up a special understanding, which was made public in America some time ago by Mr. W. C. Bullitt, who represented the United States. The terms were distinctly to our disadvantage, and in view of the circumstances, we are prepared to accept these for the time being. Some of the Powers mistook the concessions made as a sign of weakness and dispatched expeditionary forces to Russia. The result was a complete failure on their part, financially, militarily and morally. The Russian Soviet overthrew the Denikin and Kolchak elements."

In regard to the economic prospects of the New Russia that is being constructed, we believe that efforts should be directed first of all to the destruction of the position of land-owners in Poland. This is an essential preliminary to the establishment of a permanent peace, and, therefore, to the improvement of economic conditions."

MARSHALL FIELD'S HEIR. WANTS HIS MONEY NOW.

Marshall Field, "the Third," grandson of Chicago's richest merchant, is fighting a legal battle for a \$100,000,000 legacy. His grandfather, the late Marshall Field, "the First," bequeathed to his two grandsons \$50,000,000 each, to be given them when they had reached their fiftieth year. One grandson died, leaving only Marshall, who is in his early twenties. He wants the \$100,000,000 now while he is young and full of zest for spending, not when he has become old and tired.

His attorney's arguments are interesting. Noting that if Marshall "the Third" should die before inheriting the fortune it might probably grow to something like \$1,000,000,000 before being distributed, the attorney said the will "personified accumulation for the sake of accumulation" and "violates a principle of public policy opposed to the piling up of vast estates."

The contrast between this will and the will of other wealthy Americans is remarkable. We have great latitude in the accumulation of property, but most of our wealthy citizens have come to hold that their wealth, aside from the matter of the support of those dependent upon them is to be regarded as a public trust.

"All this I say to show that the Allies' policy has not been directed towards enabling Germany to fulfil the Treaty, that is, to make good the actual damage in France and Belgium, which we wish to do, but so far has only resulted in our being less and less able to make this damage good as the months go by. I very much deplore the fact that the knowledge in France of the conditions in our country is based on the wrong part on the views of the Independent Socialists. These believe only in danger from the side of the Reactionaries and do not see the peril of a combination of the Reactionaries, and Communists. France laughs at the German Government as weak and futile; but how can it be otherwise so long as it is not master in its own house, but merely a mandatory of the Allies which carries out their orders? The obligation is laid upon us of carrying out the Peace Treaty, and this we desire to do, but instead of giving us the means of doing so the Entente makes us so weak that we cannot fulfil the conditions, and by pursuing a policy like the occupation of Frankfurt, undermines the authority of the Government, and lays it open to the machinations of the extremists."

In conclusion, Dr. Koester pointed out that if no indemnity was fixed, and if the German people were expected to work on eternally without ever overtaking the demands of the Allies, which would merely raise the prosperity of the country, increased their position would be rendered hopeless, and such a prospect was not calculated to induce the nation to put forth its best efforts.

BRITISH CONTROL OIL PRODUCTION.

UNITED STATES SHIPPING BOARD EXPERT'S STATEMENT.

The largest fleet of tank steamers under any single direction and control in the world is that of the United States Shipping Board, Captain Paul Foley, director of operations for the board, declared in a recent address delivered in New York. This fleet, Capt. Foley said, aggregates approximately 600,000 deadweight tons, and it will soon reach 800,000 tons.

The completed programme of the Shipping Board, he added, will approximate 10,000,000 tons of shipping. Of this, 8,800,000 tons will be oil burning. The policy of the board, Capt. Foley asserted, in holding government tankers for bunkering account, and the providing and supplying of fuel oil stations will mean a saving this year in operating expense of more than \$85,000,000.

Speaking of the production of oil, he said 65 per cent of the present supply is now drawn from the United States, to which citizens of other countries have access on equal terms with his own. Of the future visible production, he added, "from 90 to 97 per cent, is under control of Great Britain and available to British nationals only."

"The practical effect of this," Capt. Foley asserted, "is that while British ships can bunker in the ports of the United States on equal terms with American ships, and British requirements overseas can be obtained from the nearest source of supply, American requirements overseas must either be met on British terms or reflect the long haul from the American or Mexican seaboard."

The fatal consequence of this handicap to our merchant marine is obvious. "Having regard to the fact that the admitted advantage which Great Britain now enjoys is of very recent acquisition, and was secured largely if not entirely by means of money lent by the United States Government during the European war, the course of action to be followed is clearly indicated."

The United States Government must secure for American nationals in British producing fields the same privilege of equal opportunity which it now extends to British nationals in American producing fields. Failing to secure this it must take whatever legislative action may be necessary to protect its own resources. In the absence of this the bunkering problem must fail."

Another recommendation by Capt. Foley was to encourage foreign well drilling by American citizens, and as a means to this end to eliminate the excess profits tax until the capital invested has been liquidated.

LEST WE FORGET! MEMORIES OF THE DEFENCE OF TIENSIN.

The annual ceremony of decorating the graves of those members of the naval and military forces of the Allies, who laid down their lives in the defence of the settlement in 1900, was carried out in the Canton Road Cemetery at 6 p.m. on June 17th.

Local residents, who were actually in Tientsin at the time of the siege, but a small portion of the community there now, just twenty years since the Boxer rising commenced, but a willing band of helpers has grown up amongst the new arrivals since that time and those present at the cemetery helping to place the flowers of which some 600 to 700 pots had been received on the graves included Mr. and Mrs. Ker, Sir John and Lady Walsham, Mrs. Nathan, Rev. C. E. Darwent, Miss Mulliken, Mrs. Farnes, Mrs. Izawa, Mrs. Makie, Mrs. McClure Anderson, Mr. and Mrs. Greenland, Mrs. Dalton, Mr. and Mrs. Lowry, Mrs. Crofts, Mrs. Marshall, Mrs. Chandless, Miss Poulson, Mrs. Cowell, Mrs. Bessell, the Boy Scouts in charge of Mr. Payne, the Girl Guides in charge of Mrs. O'Neill, the Wolf Cubs in charge of Mr. F. M. Thomson and Mr. Welford and the Brownies in charge of Mrs. O'Hara; each of these detachments brought flowers, and among those who kindly lent plants were—Mrs. Burdett, Mrs. Dalton, Mr. Thomson, Mr. Rendall, Miss Poulson, Mr. and Mrs. Farnes, General Minami, Mrs. Ker, Mr. E. G. Nathan, Mr. and Mrs. Greenland, Mr. Almond, Mrs. Chandless, Mr. and Mrs. Marshall, Mrs. Mounsey.

DAYLIGHT ROBBERY AT TIENSIN.

A BANK HOLD-UP IN THE FRENCH CONCESSION.

CONSTABLE SHOT DEAD.

There was a sensational affair in the French Concession in Tientsin on the morning of June 18th, a daring robbery by four armed Chinese, carried out in broad daylight at a bank in Taku Road, being followed by the deliberate shooting of a Chinese constable who attempted to stop the car in which the gang was trying to escape. The Chinese, who were shot just below the neck, was killed instantaneously. The robbery, says the local *Times*, was of a particularly audacious character, about being fired at the clerks in charge of the building—the Cheng Chee Bank—and the police outside who attempted to stop the car. The hold-up was witnessed by several and a great commotion was caused when the robbers made off in the car, firing at the constables on duty along the Taku Road. Due de L'Amirauté and the Rue de France. The bandits, who, according to the Chinese City Police, are "soldiers of Chang Tse-tin," were chased for some distance by a motor party under Major Bruyere, but were not overtaken. Their car broke down at Ta-Chih-Ku, where they made off on foot. The Chinese police, with the French Police, as soon as the discovery of the car was reported, began a vigorous search in the neighbourhood, but were unable to locate any member of the gang.

FIRE ON THE "KIYO MARU."

PASSENGERS SUCCESSFULLY TRANSFERRED WITH DIFFICULTY.

The *Japan Gazette* of the 17th inst. gives the following account of a serious fire which broke out on the T.K.K. *Kiyo Maru* at Yokohama:—

Yesterday afternoon, at 4.30, fire broke out on the T.K.K. liner *Kiyo Maru*, just as she was passing off Honmoku, having left here at three o'clock for Hongkong, via Kobe. The fire started in the engine-room and quickly spread to some casks of crude petroleum.

There were on board 236 passengers, including 154 Chinese, the crew numbering 25. The cargo comprised some 4,500 tons of sulphate from Chile and 500 tons of general cargo.

All the passengers were transferred to the Japanese steamers *Afrier Maru* and *Tado Maru* and the American steamer *West Jester*, which was refloated yesterday at 5 p.m. after being a day ashore off the Sagami Spit.

On account of the stormy weather, and the high seas running, considerable difficulty was experienced in transferring the passengers. The majority of them were taken off by the *West Jester*, which was able to get alongside. Fortunately no lives were lost and no one was injured by the accident.

Most of the passengers will be sent forward by the T.K.K. *Peria Maru*, which arrived this morning from San Francisco. The purser's room, the crew's quarters, the bar, and all the machinery in the engine-room were destroyed, and damage was done to other important parts of the ship.

The *Kiyo Maru* is one of the T.K.K. South American line and is commanded by Capt. S. Hashimoto. She is of 9,000 tons and is insured for £120,000 with the Nippon Marine Insurance Company.

Some 1,000 tons of water were pumped into the liner, the flames not being under control until about ten o'clock this morning.

The steamer will go to the Yokohama Dock for repairs.

A PASSENGER'S STORY.

Mr. Hugh C. L. Bloxam, one of the passengers, told a vivid story when he reached the Grand Hotel last night.

"We were driven by the flames to the forward part of the ship," he said. "The first ship which came to our aid caught fire and backed away without stopping. Our lifeboats were destroyed in the fire. The women, two of them French ladies from Buenos Aires, one of whom was quite aged, and another, a Portuguese lady from Rio Janeiro, were taken off five in a small boat. A lighter finally came for the rest of us."

"I saved only my life, the clothes I wore, and a small crucifix which I use as my chemical analyses. A collection of postage stamps, the work of a life-time and valued at ¥100,000, was lost as were all the results of my years of work in South America, which I was taking from Valparaiso to Calcutta."

A COLLECTION OF TRADE MARKS WANTED FOR WHAT PURPOSE?

The following letter, written by a Japanese, was received by a British resident in Shanghai last week, and is printed in the *S.C. Daily News*:—

DEAR SIR, I have the pleasure to inform and beg to state that if there is any empty boxes or wrappers which it has trade marks on as for the toilet, Powder, Soap, Perfume, Toilet Powder, or Water, Cream, whether you have such toilet empty boxes or wrappers which they are not in need. I wanted them for my collections so. If you could do forward those empty boxes or your valuable toilet empty boxes or wrappers if this arrangement could be done let me know your prompt reply. Awaiting your answer.

I remain, sir, faithfully yours,
Our contemporary adds:—That collection sounds rather interesting. Now why, we wonder, is he keeping such things?

JAPANESE DREYFUS CASE.

The Japanese police have arrested a student of British law at the Imperial University of Tokyo, the second arrest in connexion with the alleged sale of maps to a foreign Embassy.

According to the *Nichi Nichi*, the first to be arrested was a Japanese named Oyama, who is charged with stealing 250 sheets of Siberian official maps from the Russian survey department, when the Japanese occupied Habarovsk. Oyama is alleged to have brought these maps to Tokyo and disposed of them to a certain Embassy through a university student named, Senzato Sekizawa, who, it is stated, possesses a fair knowledge of English.

ANTI-FOREIGN INCIDENTS IN HUNAN.

ACTION BY JAPANESE CONSUL.

It is officially announced at Peking that the Japanese Consul at Changsha has approached the Chinese Commanders there with reference to the looting by troops of the *Wu-ling Maru*, the murder of the N.K.K. sub-manager and the firing on the Japanese gunboat, *Fushimi*, demanding:—

- (1)—That the corpse of the murdered shall be handed over and protection assured to the persons receiving the body;
 - (2)—That investigations shall be made into the circumstances of the murder;
 - (3)—That safety of passage shall be granted to all boats in the river, without molestation by the soldiers;
 - (4)—That the circumstances of the firing on the *Fushimi* shall be investigated and assurance given that there will be no repetition of the occurrence;
 - (5)—That guarantees shall be given for the safety of the lives and property of Japanese.
- The Consul adds that he proposes to ask General Tan Yen-kai to give such guarantees and also to demand compensation for the loss of life and property and the punishment of the guilty soldiers.

INTERESTING CIVIL ACTION.

TRUSTEE OF BANKRUPT FIRM SUE.

The hearing was commenced yesterday in the Supreme Court, before Mr. H. H. Gompertz, Acting Chief Justice, in a case in which the parties are two merchants well known in the Chinese community.

Mr. Eldon Potter, instructed by Mr. W. B. Hoad, appeared for the plaintiff, and Mr. F. O. Jenkin, instructed by Mr. E. A. Davidson, for the defendant.

The statement of claim says that the plaintiff, Wong Sau San, is the trustee of the Hing Loong Hip Kee Lan firm now bankrupt, and the defendant, Yuen Ying Po, is a merchant of No. 2, Salt Fish St., Hongkong.

On or about February 20th, 1918, an indenture of mortgage was executed purporting to be made between the said Hing Loong Hip Kee Lan as mortgagors and the defendant as mortgagee, whereby the mortgagors covenanted, *inter alia*, to pay on demand to the mortgagee the sum of \$15,000 with interest at 1 per cent. per month, and assigned to the mortgagee, firstly, their book debts; secondly, all their share and interest in the funds of the Yuen Ying Shai; and, thirdly, their signboard, goodwill and right to the exclusive use of the name Hing Loong Hip Kee Lan and all their estate right, title and interest in the premises assigned.

The said indenture was signed by Chan King Wan and Wong Yee Sang, who purported to execute it as "managing partners" of the Hing Loong Hip Kee Lan for themselves and all others the partners in the said Hing Loong Hip Kee Lan.

The indenture purported to recite, witness and acknowledge that the sum of \$15,000 had been advanced by the mortgagee on the 10th day of February, 1918.

In fact, the defendant had been a member of the Hing Loong Cheung Kee firm whose business was bought by the Hing Loong Hip Kee Lan in 1911. At the time of the purchase, the defendant had left on deposit with the purchasers about Taels 5,942.40. Therefore from time to time he drew money from the Hing Loong Hip Kee Lan. Subsequently, the defendant made certain advances not exceeding in all \$5,500 to the Hing Loong Hip Kee Lan and in 1917 he was engaged by the Hing Loong Hip Kee Lan as their manager.

At the date the indenture of mortgage was entered into there was due to the defendant in respect of his original deposit and the advances the sum of \$7,130.55.

By the indenture of mortgage the defendant agreed to advance to the mortgagors the further sum of \$20,000. Of the said sum he has advanced Taels 8,735.374 only and of that Taels 1,987.92 (plus Taels 166.6 interest) was used to repay deposits and advances made by the defendant and a further sum of about \$1,000 was used to repay deposits made by or through the said Chan King Wan. None of it was used to repay deposits made by or through any other partners.

Subsequently, the defendant advised the firm to go bankrupt and on June 1st, 1918, an interim receiving order, and, on June 22nd, 1918, a receiving order was made on the petition of one Chan Chik Kim Tong, a creditor, and the firm was adjudged bankrupt on July 12th, 1918, when the plaintiff was appointed trustee.

After the bankruptcy and during the currency of the interim receiving order the defendant wrongfully and without authority took from the firm Taels 360 and Taels 1,050 (in all \$2,000.00).

The execution of the indenture of mortgage was not authorised by the Hing Loong Hip Kee Lan or by any of the partners therein other than the said Chan King Wan. The plaintiff further says the defendant was well aware that the execution was unauthorised as aforesaid.

No notice in writing of the assignment of book debts of the indenture of mortgage was given to the debtors and the said debts were at the commencement of the bankruptcy in the possession order or disposition of the bankrupt firm in their trade or business with the consent and permission of the defendant their manager under such circumstances that they were the reputed owners thereof.

The indenture of mortgage was a fraudulent transfer of the property of the bankrupt firm, or, in the alternative, is void as a fraudulent preference, or, in the further alternative, is void wholly or in part by reason of the facts hereinbefore stated.

The plaintiff claims:—

(1) That the indenture of mortgage is set aside and declared void; or, alternatively, is inoperative in so far as it purports to assign the book debts.

(2) That an account be taken of all sums due to the plaintiff as trustee in bankruptcy, including the sum of \$9,000 mentioned in para. 10 and that the defendant make repayment of the sum found due.

In his statement, the defendant does not admit the figures stated in para. 6 of the claim, but admits that he made advances to the Hing Loong Hip Kee Lan and drew against such advances, and that at the end of the Chinese Year (January 23rd, 1917, to February 10th, 1918) the defendant advanced further sums to the said firm.

On August 10th, 1917, an agreement was entered into between the said firm and the defendant by which the defendant agreed to advance to the firm monies to the extent of \$20,000. At the end of the said year the sum of \$14,700, monies advanced, was due to the defendant. By the said agreement the firm agreed at any time at the request of the defendant to execute a mortgage on their whole business and assets to the defendant to secure any monies owing under that agreement.

In answer to para. 7 of the statement of claim, the defendant says that the plaintiff is estopped from saying that at the date when the said indenture of mortgage was entered into there was due to the defendant the sum of \$7,130.55 only. By the indenture it was recited that the sum of \$15,000 had been already advanced by the defendant to the firm.

On the first day of the Chinese year (February 11th, 1918, to January 31st, 1919) the defendant was appointed manager of the firm.

On February 20th, 1918, the mortgage was executed. The defendant denies that the mortgage was not authorised. The mortgage was executed by two parties of the firm acting under the authority of a meeting of the partners thereof.

Further advances in pursuance of the mortgage were made to a total of \$11,900, the last of such advances being on May 8th, 1918. The defendant denies, as alleged in the statement of claim, that the further advances amounted to Taels 8,735.374.

The defendant did not advise the firm to go bankrupt. On June 28th, 1918, the defendant sold the premises comprised in mortgage by auction for \$29,500. Prior to the sale the defendant received from the firm the sum of \$2,000 referred to in the statement of claim.

The defendant denies every allegation contained in paragraph 12 of the statement of claim. Notices, some in writing and some verbally, of the assignment of the book debts were duly given. If no notice were given, which the defendant denies, the defendant will claim that the said assignment was and is perfect as an equitable assignment. If the book debts were at the commencement of the bankruptcy in the possession order and disposition of the bankrupt, under such circumstances that such firm were the reputed owners thereof (which is denied) they were not in such possession order and disposition with the consent of the defendant inasmuch as the defendant took every possible means to obtain possession of such book debts by doing all in his power to give notice to the debtors of the assignment of their respective debts.

The defendant denies that the mortgage was a fraudulent transfer of the property of the bankrupt firm or a fraudulent preference.

On July 6th, 1918, the defendant, by sale at public auction, disposed of the premises comprised in the said mortgage. The defendant will therefore object that so much of the claim as alleges that the said mortgage is inoperative on grounds other than those of the fraudulent transfer of the property of a bankrupt firm or fraudulent preference is bad in law and discloses no cause of action against him.

The hearing will last for some days.

GOODS OBTAINED BY FALSE PRETENCES.

CHINESE YOUTH IMPRISONED.

A Chinese youth, who was employed as a servant and had been dismissed sought to revenge himself by obtaining goods from the Wing On Store, and ordering the same to be charged to his master's account. He was successful in his first attempt and secured a number of singlets which he pawned. A few days later he again called at the store and ordered another lot of singlets. This aroused the suspicion of the salesman, who telephoned to the Police. The youth was questioned and charged, yesterday, with obtaining goods under false pretences. He was sentenced to three weeks' hard labour.

FIRES ON THE HILLS.

From the Report of the Botanical and Forestry Department we take the following:—

Five fires were reported during the first quarter, 12 in the second, 4 in the third, and 23 in the fourth, making a total of 42 for the year compared with 35 in the previous year.

The most serious fire occurred near the Tyam Intermediate Reservoir where about 500 pine trees were either killed or badly damaged. The fire originated through the carelessness of people worshipping at a grave, five of whom were arrested. Three of them were fined \$10 each and the other two were discharged on account of their youth.

In a plantation above Deep Water Bay about 500 pine trees were destroyed by fire. As this fire started in the middle of the plantation it was probably caused by a coolie collecting vegetable drugs or fuel.

On the 30th December a plantation above the Hongkong Hotel, Repulse Bay, was set on fire by workmen employed in blasting stones. It appears that they put a sack over a lighted fuse and when the explosion occurred, the sack was projected in a burning condition into the plantation. The contractor who employed the men was made to pay for the damage done. Mrs. J. H. Taggart, who happened to be at the Repulse Bay Hotel at the time, on seeing the fire, reported the matter to the Stanley Police Station by telephone, otherwise the damage would have been much greater than it was.

The Tung Ming Festival was on the 6th April and nine fires were reported, but very little damage was done as men were stationed in various parts of the Colony where fires were most likely to occur. At the Chung Yung Festival on the 1st November, three fires were notified, but these were put out by the men detailed for that purpose before any serious damage took place.

To the Honourable the Captain-Superintendent of Police the thanks of the Department are again due for allowing his officers to engage coolies to extinguish fires which came to their notice.

The thanks of the Department are also due to the Honourable the Secretary for Chinese Affairs for allowing District Watchmen to assist the foresters at the spring and autumn festivals.

A PEAK DINNER PARTY.

GETTING FLOWERS TO DECORATE THE TABLE.

Two Chinese gardeners were charged at the Magistracy, yesterday, with stealing flowers from No. 40, the Peak. Inspector Purdon stated that an Indian constable noticed a man carrying a covered basket along the Peak Road and stopped him. The man dropped the basket and tried to run away, but was immediately seized by the constable who searched the basket and found it to contain flowers. It was later ascertained that the flowers were stolen from No. 40.

Mr. Bell-Irving said he did not give any of the defendant's permission to remove the flowers. First defendant, who is gardener at No. 40, said that he gave the second a few flowers. The second said that his master, residing at No. 159, was giving a dinner party and as he had no flowers to decorate the tables with, he went to first defendant for some.

Mr. Hutchison remarked that it was a common practice for servants to go round to gardeners and ask for flowers. He did not think it was very serious. He fined each man \$5.

P. W. D. VICTIMIZED.

FALSE TIME SHEET PRESENTED.

At the Magistracy, yesterday, the chief clerk of a Government quarry at Tai-tse-mun, was charged with obtaining \$1.52 from the Public Works Department by false pretences.

Defendant is alleged to have submitted a false time sheet for wages for men who did not work and had also instructed certain persons to collect the money. The case was remanded, bail being fixed at \$500.

MOTOR-CAR ACCIDENTS.

A Chinese girl was knocked down by motor-car No. 263 in Queen's Road Central on Saturday, and was removed to hospital. The accident resulted from the car trying to avoid a collision with a rickshaw.

A motor-car ran over the legs of a Chinese in Pokfulam Road, the victim being seated on the edge of the road at the time. The accident was the result of the driver trying to overtake the car to prevent it running into a crowd of streeturchins.

The report of the Oriental Telephone and Electric Company for the year ended December 31st, states that the gross earnings, including dividends and interest from subsidiary companies, etc., amounted to \$224,848 (against \$200,320), to which is added \$11,502 brought forward, making \$236,350. Final dividend of 8 per cent. (free of tax) making 10 per cent. for the year (the same) and a bonus of 2 per cent. (free of tax) on the Ordinary shares to general reserve, \$25,000 (against \$27,587); to staff pension fund, \$23,000; forward \$11,015.

THE UNIVERSITY DRAMATIC SOCIETY.

A GIFT FROM LORD DUNSANY.

Lord Dunsany has presented to the N.K.U. Musical and Dramatic Society a one-act Eastern play which he has written especially for and presented to the Society. This is, naturally, a matter of great delight to the members of the Society. During the last session they worked hard to produce two of Lord Dunsany's plays and their success in that effort no doubt will encourage them to do better still during the coming winter.

It will be remembered that the Society staged two of Lord Dunsany's plays early this year and achieved a great success. Some photographs of the play and the rather remarkable programme, rendered into Chinese by the Rev. Dr. T. W. Pearce, were sent to Lord Dunsany, who evidently was pleased to receive them. In a letter of thanks recently received Lord Dunsany expressed himself as very pleased "with the understanding interest displayed" by the Society and wishes to convey his congratulations to the actors.

The play that he has presented to the H.K.U.M. and D. Society is called "The Compromise of the King of the Golden Isles," and it is Chinese in its setting. It lends itself to very fine scenic setting.

It is hoped by members of the Society that it will be possible to arrange a performance before Christmas of this year. It must be confessed that, possibly because it was race week, the public did not greatly encourage the members of the Society by their attendance last February. It is hoped that they will be more interested in the new play.

UNIVERSITY OF CALIFORNIA GLEE CLUB.

COMING TO HONGKONG.

The University of California Glee Club, known all over the United States and Europe as "America's Greatest College Company of Singers and Entertainers" is now touring the Orient and will soon be in Hongkong.

Under the direction of Clinton R. "Brick" Morse, Dean of the American College Glee Club Leaders, twenty-one boys and their famous ten-piece jazz band, will bring to the Far East the latest music and comedy of the States. With an inexhaustible repertoire of college songs, popular and classical music, and an unusually brilliant collection of specialty men, the U.C. boys will present three changes of programme, including their own interpretation of the celebrated American Black and White Minstrels.

Among the variety acts which California's best talent will offer here are:—The Golden Bear Quartet; Frank Morgan, the musical carpenter; the Varsity Comedy Trio; Eddie Williams, the speckled coon; Sumner Mering, the man who sings to beat the band; Irving Neumiller, the McCormack of the College world; Larry Blockman, loquacious magician; Paul McCoy, professor of jazzology; Charlie Strickfaden, American intercollegiate champion saxophonist; and Dave Phennig, vamp violinist.

The tour of the college musicians will last three months, and will include the principal cities of Japan, China, the Philippines, the Malay Peninsula, and Hawaiian Islands. This is the longest trip ever taken by a College Glee Club. It is part of the programme carried on by the University of California to establish closer relations between the universities of the world. The California boys will visit the principal cities of the Orient and supplement the work of exchange professors and travelling fellows in cementing friendships.

COMPANY REPORT.

GULA-KALUMPONG RUBBER ESTATES, LIMITED.

Messrs. Lowe, Bingham and Matthews, Colonial Register of the Gula Kalumpung Rubber Estates, Ltd., are in receipt of telegraphic information from the Head Office of the Company in London to the effect that shareholders registered on the books of the Company on the 30th June, 1920, will be entitled to participate in the new issue of shares in accordance with the resolution passed at the last Annual General Meeting of the Company.

The Local Register will be closed from the 1st to 3rd July, both days inclusive, during which period a printed notice will be posted to all shareholders on the local Register, setting forth the manner and time within which they may exercise their rights.

An advertisement for the benefit of holders of Bearer shares will be inserted in the local Press for a period of one week commencing on the 3rd July.

MARINE COURT.

BREACH OF HARBOUR REGULATIONS.

The masters of four motor boats were yesterday morning fined by Commander C. W. Beckwith, R.N., Marine Magistrate, \$20 each, or sentenced to one month's rigorous imprisonment, for committing a breach of the Regulations of their licences by taking water from places other than the Government water works. This occurred on Sunday. The defendants pleaded guilty.

T. Perkins, sub-inspector of Police, said that at about 6.30 a.m. yesterday he saw the four defendants at the entrance of the Drinkers Bay, filling their water casks by means of hoses to the hillside. This water was unknown and constituted a great danger to shipping.

The defendants pleaded that they only used the water for launch boilers. Commander Beckwith remarked that it constituted a very grave danger.

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MIDGET GONDA CHEESE IN 1 LB. TINS	\$1.75
EDAM CHEESE 5 LB.	4.75
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GREEN RUNNER BEANS 1 "	1.10
ENDIVE 1 "	0.70
CELERY 1 "	1.40
PEAS MARROWFAT 1 "	1.10
BROAD BEANS & BACON 1 "	1.50
CAULIFLOWER & SAUSAGE 1 "	1.50

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	MIDSUMMER BELLS	"	"
A2118	CLAUDIA	"	"
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SUPERIOR IN QUALITY AND FINISH.

DARDANELLES FORTS DESTROYED:

WORK OF BRITISH AND INDIAN TROOPS.

NEW ITALIAN CABINET:

ATTITUDE TOWARDS ALBANIA.

KING GIVES GARDEN PARTY TO VICTORIA CROSS WINNERS.

> GREAT BRITAIN'S AIM IN MESOPOTAMIA.

LATEST CABLES.
[THROUGH LATIMER'S AGENCY.]

DISMANTLING THE DARDANELLES.

BRITISH TROOPS BLOW UP FORTS.

LONDON, June 25th.
The Times correspondent at Chanak, the Dardanelles, states that the process of destroying eighty guns and forts on the Asiatic shore from Kephaz to the western mouth of the Straits began on June 21st. One British and one Indian battalion carried out the operations, proceeding thither secretly on warships.

The Turkish guard who did not resist were disarmed and kept in custody till the work was completed. The monster guns of the Hamidieh Fort presented on blowing up deafening explosions.

EARLIER CABLES.

NATIONALIST FORCES REACH LAPSAKI.

LONDON, June 24th.
The War Office, in its official weekly military review, says that the Nationalist forces have reached Lapsaki on the Dardanelles.

SUCCESSFUL GREEK OPERATION.

LONDON, June 25th.
The Greek Legation has received an official communication from the Greek Headquarters at Smyrna stating that a Greek division has occupied Salikli and cleared the enemy out of the region of Marmara and Salikli. They have taken a number of guns and prisoners. The enemy at Akhisar sustained heavy losses and are retreating in disorder.

TROUBLE IN MESOPOTAMIA.

BRITISH TROOPS WITHDRAW TO ANAH.

LONDON, June 24th.
The War Office, in the course of its weekly military review, says:—On the Euphrates, we have withdrawn to Anah, which is now our most advanced post.

BRITAIN'S REGARD FOR PERMANENT POPULATION.

Bagdad, June 23rd.
It is officially stated that the Imperial Government will anticipate the British mandate for Mesopotamia. Only the responsibility for the maintenance of internal peace and external security will require them to formulate an organic law framed after consultation with the people of Mesopotamia and with due regard to the rights, wishes and interests of all communities. The mandate will contain provisions to facilitate development in Mesopotamia as a self-governing State until it can stand by itself, when the mandate will end.

Sir F. Z. Cox, who will be entrusted with the supervision of the task, will be authorized to call into being, as provisional bodies, a Council of State, under an Arab president, and a General Elective Assembly, freely elected by the population of Mesopotamia.

WIRELESS WORKERS' STRIKE.

NEGOTIATIONS TO OPEN SHORTLY.

LONDON, June 24th.
The wireless workers' strike has ended, pending negotiations on the basis of the men's original demands.

FAMOUS RACEHORSE SHOT.

AUCKLAND, June 25th.
Running in the Prix des Drags, Troytown, the winner of the Grand National, broke his leg and had to be destroyed.

LATEST CABLES.

KING'S V.C. GARDEN PARTY.

LONDON CHEERS HEROES.

LONDON, June 25th.
There was a remarkable scene in London today. Some four hundred Victoria Cross winners of this and former wars marched from Wellington Barracks to Buckingham Palace to attend the King's Garden Party given in their honour. A huge crowd cheered the heroes who were preceded by the Guards Band, especially those disabled who were conveyed in a dozen motor-cars.

MELBOURNE STRIKE.

ARRIVAL AT COMPROMISE.

MELBOURNE, June 25th.
The situation in the electricians and gasworkers' strike is now most hopeful, employers and workers having arrived at a compromise.

LABOUR CONFERENCE.

REJECTION OF EXTREME PROPOSALS.

LONDON, June 25th.
The Labour Conference rejected a motion that the Labour Party secede from the second International, also a motion that the Party apply for affiliation to the third Communist International by card votes of 1,000,000 to 500,000, and 2,940,000 to 255,000, respectively.

INCREASE IN PASSAGE RATES.

OWING TO RISE IN WORKING COSTS.

LONDON, June 25th.
The Times says that owing to the rise in working costs the passage rates of British companies to India, Australia and the Far East are being increased to 24s to Port Said, £78-200 to Bombay and Karachi, £108-£114 to Penang and Singapore, £114-£126 to Hongkong and Shanghai.

PRINTING TRADES' DISPUTE.

SETTLEMENT ANNOUNCED.

LONDON, June 25th.
The printing trades' dispute has been settled.

NEW AMBASSADORS TO BERLIN.

GERMAN COMMENT ON APPOINTMENTS.

LONDON, June 25th.
It is noteworthy that Lord D'Abernon and M. Laurent, the newly appointed British and French Ambassadors, respectively, to Berlin, are both financial experts. The German Press regards the appointments as foreshadowing a vigorous tutelage of Germany in finance.

EARLIER CABLES.

THE NEW CABINET.

BERLIN, June 25th.
It is officially stated that the new Cabinet will include:

Chancellor.—Herr Fehrenbach.

Vice-Chancellor.—Herr Heinze.

Minister for Foreign Affairs.—Dr. Simons.

Finance Minister.—Herr Wirth.

Defence Minister.—Herr Goelzer.

ANOTHER AMERICAN SENSATION.

ALLEGATIONS OF FRAUD.

NEW YORK, June 25th.
The Great Western Petroleum Co., ten brokerage houses, and fifty individuals have been indicted on a charge of using the mails to defraud in connection with the sale of oil stocks. It is alleged that the dividends were paid from the money obtained from the sale of stock.

LATEST CABLES.

NEW ITALIAN CABINET.

NO DESIRE TO VIOLATE ALBANIA'S INDEPENDENCE.

Rome, June 24th.
In the Chamber, Signor Giolitti announced the composition of the Cabinet, and said that the Government did not favour the idea of establishing a Protectorate in Albania but desired Albania's independence.

Signor Giolitti explained the bill modifying the Constitution by which it is proposed to make parliamentary sanction necessary in future before war is declared, or treaties are valid, and said that other forthcoming bills will provide for the cultivation of wheat and cotton in the Italian Colonies, especially in Somaliland. Legislation was also proposed for the surrender of war profits to the State, for the increase of death duties and for the taxation of all kinds of financial securities. He declared that Italy must establish without delay friendly relations with all nations, as well as the Allies, and begin unrestricted normal relations even towards Russia. He promised strong measures in order to reduce prices, and said that he would ask for parliamentary powers to deal with speculators.

EARLIER CABLES.

U.S. PRESIDENTIAL CAMPAIGN.

WOMEN MAY BE ABLE TO VOTE.

KNOXVILLE, June 25th.
Governor Roberts has announced that in compliance with the request of President Wilson he will call a special session of the Tennessee Legislature in order to attempt to ratify the Women Suffrage amendment to the Constitution in time to permit women to vote in the Presidential election. Ratification by one more State will make the amendment effective.

SENATOR HARDING'S ASPIRATIONS.

KANSAS CITY, June 25th.
Mr. Frank P. Walsh, ex-Chairman of the Industrial Relations Commission, has published a copy of a letter alleged to have been written by Senator Harding expressing his sympathy with the movement for independence in Ireland.

Senator Harding's secretary declared that the letter was undoubtedly authentic but there was no copy in Senator Harding's office.

DEMOCRATIC SITUATION CONFUSED.

LONDON, June 25th.

The Times' correspondent in Chicago says that the Democratic situation is confused. The Convention will be divided into camps: namely, a large body of Federal office holders favouring the Covenant of the League of Nations and the Treaty, a good number of Prohibitionist Western Radicals, and an Eastern contingent led by the Bosses opposing Prohibition and the League of Nations. Other smaller questions include Ireland and industrial policy, while there may be a row over Japanese exclusion.

The favourite at present is Governor Cox of Ohio, who, it is thought, might carry Ohio against Senator Harding. Mr. John W. Davis, Ambassador in London, Mr. W. G. McAdoo, President Wilson, Vice-President Marshall, Mr. Mitchell Palmer, Mr. Champ Clark and Mr. W. J. Bryan follow in the order named.

RATIFICATION OF THE PEACE TREATY.

NEW YORK, June 25th.

The Evening Post publishes a statement from Mr. E. O. Hoover urging the Republicans to demand the ratification of the Peace Treaty without Article Ten, at the earliest possible time. Mr. Hoover contends that economic and moral pressure will be sufficient to accomplish international peace and disarmament.

BRITAIN'S SUGAR SUPPLY.

MAINTENANCE OF RETAIL PRICE.

LONDON, June 24th.
In the House of Commons, replying to Mr. J. A. Seddon, Mr. C. A. McCurdy said that the financial reserves of the Sugar Supply Commission had been reduced in 1919 by approximately 24,000,000, owing to Britain's maintenance of the retail price of sugar below the level of the world's sugar prices. The total production in America, including Porto Rico, the Philippines and the Sandwich Islands is estimated not to exceed 1,000,000 tons, whereas American consumption is over 4,000,000 tons. There is no indication of a sugar "corner."

UNREST IN IRELAND.

SITUATION IN LONDONDERRY EASIER.

LONDON, June 24th.

It is officially stated from Londonderry that the situation there is easier. There was very little firing after midnight.

At eight in the morning a man was shot dead in Budge Street. Troops taking food to the gasworks were heavily fired on and they replied with machine-guns.

The military stopped a Roman Catholic clergyman and three civilians, and found several hundred rounds of ammunition on the clergyman, who was provisionally released.

Later, a boy was shot dead in the grounds of an orphanage.

All is quiet this afternoon. The shops are reopening. People are beginning to circulate. The military have begun removing the sandbags.

RAILWAY DEADLOCK SPREADING.

LONDON, June 24th.

The railway deadlock in Ireland is spreading. There were no trains from Limerick today. The Police, whom the railwaymen refuse to move remain in the trains. Many lines are blocked, and large parts of South-West Ireland are isolated.

The Cork to Dublin mail train was held up by a signal at Blarney Station yesterday. An armed band seized and carried off the two guards to a destination unknown.

Seven soldiers were overpowered in the streets of Ennis by a band of men. Their arms, ammunition and helmets were carried off.

AN APPEAL TO THE GOVERNMENT.

LONDON, June 25th.

Derry was comparatively quiet at night, although there was much sniping, to which the troops replied.

The Committee of the Ulster Unionist Council passed a resolution calling on the Government to protect the lives and property of the loyal inhabitants of Ulster or to utilize the services of loyalists to preserve law and order. Numerous dismissals of railwaymen are reported from the South.

GAS SUPPLIES CUT OFF FOR A WEEK.

LONDON, June 25th.

Derry was very quiet last night. The banks re-open to-day. Gas supplies will not be available for a week.

CASUALTIES AT LONDONDERRY.

LONDON, June 25th.

An official statement says that the casualties at Londonderry were:

	Killed.	Wounded.
Saturday	5	10
Sunday	2	4
Tuesday	3	1
Wednesday	3	14
Thursday	4	0
Total	17	29

THE BRITISH EMPIRE.

FUTURE LEAGUE OF NATION DIFFICULTIES.

CAPE TOWN, June 25th.

In the Assembly, speaking in support of the League of Nations, General Smuts, dealing with the position of the British Empire, said that he hoped the Constitutional Conference, if held in 1921, would frame a scheme for solving the problem of how to conduct the affairs of the Empire on a common basis when they no longer had one great Power speaking for the whole but six independent, equal, free members of the great League.

In regard to the question of how it was possible for the Empire to speak with one voice, General Smuts declared that no resolutions should be taken without the unanimous consent of all members of the Empire. He would never agree to the opinion of South Africa being covered by the majority vote of the rest of the Empire, and was sure the other Dominions would take up a similar position. Not only the Dominions but also the Imperial Government should take up the common ground that no resolution binding any part of the Empire could be taken without its free consent, and the only way to give effect to this view would be the adoption of a conference system.

FRANCE'S FOREIGN POLICY.

FUTURE RELATIONS WITH THE SOVIET.

PARIS, June 25th.

In the Chamber, in the course of a debate on foreign affairs, M. Millerand denied any change in the Government's policy in regard to Russia, but said that action must be proportionate to the available means. France was not entering on political relations with the Soviet until the latter became a real Government, until it understood that it could not appear in converse with another Government and simultaneously send a message to British workmen inviting them to a revolution against the Government, and until it accepted the responsibility for the international obligations of the preceding Russian Government.

THE PACIFIC MANDATE.

MR. WATT INTERVIEWED.

Mr. W. A. Watt, the Treasurer of the Australian Commonwealth, received a London representative of the Manchester Guardian at Australia House and submitted to questions. Some of the most interesting replies were not for publication—as often happens when responsible statesmen are "interpellated" by the press. Mr. Watt, who is, after Mr. Hughes, the best-known politician in Australia, is a young-looking man of about fifty with a determined countenance and pleasant manners. He is a Liberal. During Mr. Hughes' absence during the war Mr. Watt was in charge of the Government. He is ever here for some months in order to discuss outstanding questions with the Imperial Government.

Mr. Watt thinks that during the present period of flux it will be well for Australia to have a Minister constantly in London—a man, as he puts it, to whom doors will open. "Joint rule, Limited," he repeated, agreeing with Lord Alton's remarks the other day, "ought to hold more meetings of the board of directors" while great problems of finance, trade relations, and Peace Treaty questions are still unsolved. He thinks each Dominion should send a member of its Government to thrash things out with British Ministers.

Mr. Watt would not commit himself to any views on Lord Jellicoe's scheme of Imperial defence—far as it concerns Australia's proposed share. His Government has not yet reached any decision upon it. Mr. Watt thinks that as the scheme is for a fleet to be maintained jointly by Great Britain, Australia, and New Zealand the proper course is for a conference to be held between representatives of the three parties before any further steps are taken.

AUSTRALIA'S CARGO FLEET.

Asked about the new Commonwealth mercantile fleet and the ships which Mr. Hughes acquired during his last visit, Mr. Watt said that the Australian intention was to maintain a fleet of cargo ships to make sure that the Australian producers have all the transport facilities that they require. "We are not going to do coastal business. We are only in the business to protect the producer in Australia."

Questioned as to the attitude of Australia generally with regard to Japan, in view of the negotiations for the renewal of the Anglo-Japanese alliance, Mr. Watt said: "Australia is and always will be for the white man only. A white Australia is vital to the future of the country. That is and will remain the standpoint of the Government. Our people will probably say that if any negotiations are to proceed between the Governments of Great Britain and Japan, Australia wants to be in them. The Englishman who has never seen Australia probably cannot feel the force of our reasoning in the matter."

He recalled the stand taken by the Australian delegates at Paris against the Japanese doctrine of the equality of nations among members of the League—"whose acceptance would mean that coloured people within the League would have the right of free entry to our ports and free residence in our country."

"I am here," Mr. Watt added, "to press for the speedy issue of the Australian mandate in the Pacific. We are making the date in the Pacific."

He said that the British Empire was now considering a scheme for uniting the methods of dealing with immigration among the Australian States. When this scheme is completed Mr. Watt is authorized by his Government to start it working at the British end.

THE HUMPHREY BISHOP COMPANY.

Judging from last night's reception of the programme, the Humphrey Bishop Company have firmly established themselves in the nation of Hongkong theatregoers. The demands for encores were more insistent than ever, and the audience was unending in applause.

Miss Gela Hardie set the ball rolling with "The Pride of the Pier." Mr. Joe Brennan brought the house down with his oddities, and the jazz drummer drummed his way into the favour of the audience. Miss Jill Hill's Oriental song seems to have been most appreciated, as also was the humorous comedy sketch, "The Old Man and the Sea," in which Mr. Robert Roberts showed himself a talented and versatile actor.

A complete change of programme is announced for to-night.

THE SILVER SITUATION IN CHINA.

AN AMERICAN OFFICIAL REPORT.

A report on the silver situation in the Far East, prepared by the Far Eastern Division Bureau of Foreign and Domestic Commerce, Washington, says:—

The question has arisen as to how the United States Government may encourage commercial interests to take advantage of the exchange situation in China by exporting American goods to that market. It should first be pointed out that the excess of merchandise imports from China has not had nearly as much effect upon the Chinese exchange market as has the rise in the price of silver as a commodity and the corresponding loss of exchange value in gold. Chinese exporters receive for their products. Had China been on a gold basis the opportunity for exporting our commodities to China in order to balance exchange would have been a notable one, but China is so immediately dependent upon its exports for the funds with which to purchase goods from abroad that, though the high price of silver is theoretically favourable to the importation of commodities, practically it is so unfavourable to the necessary pre-exporting of Chinese products as to have seriously interrupted these exports and consequently impaired the ability to purchase foreign goods.

There is one way in which immediate advantage may be taken of the situation, however, and that is by supplying the Chinese markets in the interior with needed manufactured goods and effecting a practical barter of these goods for Chinese raw materials. This may be accomplished by large organizations, such as the Standard Oil Co., or the British-American Tobacco Co., but for these firms that wish to sell or buy only in the large ports the present difficulties seem insuperable. It would be well for such firms seriously to contemplate broader organizations through which "wash" sales may be effected, thus eliminating so far as possible the entrance of silver into their transactions. As can be clearly perceived, the net result of the high price of silver in China tends towards stagnation of foreign trade with that country. The actual need of American commodities is great, and our need for Chinese raw materials is equally urgent, but it is difficult for the American merchant to offer enough gold, in terms of silver, to induce the Chinese merchant to part with his goods, and so long as the Chinese merchant holds his goods in the world shortage continues and prices rise. The paper profit is of no benefit to the Chinese producer of these materials, who is unable to exchange his surplus raw materials for foreign manufactures. The result has been a tremendous stimulus to Chinese domestic manufacture, which has been greatly encouraged by the disinclination to buy Japanese goods. It will be interesting to note the effect of this development upon the future foreign trade of China, but it will certainly be many years before the Chinese will become an economically self-sufficient people, and until this condition is brought about the opportunity for large-scale commodity exchange transactions in the interior will remain.

SEA POWER IN THE PACIFIC.

AMERICAN AND JAPANESE FLEETS.

A Washington despatch states that, following appeals made by Senator Lodge during the debate on the Naval Bill, the Senate have agreed to an increase of the amount allowed for naval aviation purposes—from \$15,876,000—provided by the House of Representatives to \$25,000,000. Senator Lodge also declared that it was necessary to have a "capable and independent fleet on the Pacific coast," for if dangers come they will be from that quarter.

The former Berlin correspondent of the Naval and Military Record, in an article in that journal, gives the composition of the United States Atlantic and Pacific fleets, which he points out, thanks to the Panama Canal, it is estimated could unite in either ocean within a fortnight, assuming that when the order came the Atlantic Fleet was off the New England coast and the Pacific Fleet at San Francisco. Irrespective of new construction, and counting only ships now available, the strength of the combined fleet would be as follows:—18 Dreadnoughts, 11 pre-Dreadnought battleships, 11 cruisers, 215 destroyers, and 20 submarines—with an additional 100 destroyers and 70 submarines in reserve. Compared with this gigantic force, the Japanese Navy is relatively weak. Reckoning only completed ships, it embraces the following:—Five Dreadnoughts, 4 battle-cruisers, 7 modern pre-Dreadnoughts, 7 light cruisers, 70 destroyers, and 20 submarines.

As regards new construction, the position is as follows:—

	United States.	Japan.
Battleships	11	4
Battle-cruisers	6	8
Light cruisers	10	34
Destroyers	12	77
Submarines	67	80

The figures for Japan are considerably higher than might have been anticipated, but they are vouched for by the United States Office of Naval Intelligence. Assuming them to be correct, and that all vessels now building in the United States and Japan will be completed within the next three years, the rival navies in 1922 will stand as below. All pre-Dreadnoughts are excluded, excepting only the Japanese Aki and Satsuma, which are approximately equal in fighting value to the early United States Dreadnoughts Michigan and South Carolina:—

	United States.	Japan.
Battleships	29	11
Battle-cruisers	6	12
Light cruisers	13	41
Destroyers	330	147
Submarines	166	100

Within the near future, therefore, the relative position of the Japanese Fleet will be considerably improved, especially in regard to fast ships.

THEATRE ROYAL.

TO-NIGHT!

HUMPHREY BISHOP CO.'S

THIRD ENTIRELY NEW PROGRAMME.

UNDER instructions from the concerned, the undersigned WILL RECEIVE SEALED BIDS up to Noon on WEDNESDAY, JULY 7th, which bids will be opened subsequently in private, for the purchase of the WRECK OF THE STEEL AUXILIARY TWIN SCREW 3 MAST SCHOONER

"ALFONSO"

Bids to be clearly marked
"Bid for purchase of M. V. Alfonso."
The undersigned reserve the right to reject any or all bids.
KER & CO.
Acting for Salvage Association, London.
P.O. Box 312. 16, San Gabriel, MANILA.

AFTER A LONG ABSENCE

CAUSED BY THE WAR
A CONSIGNMENT
IS JUST TO HAND
OF THE FAMOUS

NESTLE'S THICK RICH CREAM

IN 2 SIZES.
1 1/2 ozs. ... 90 cents per tin.
5 1/2 ozs. ... 60 cents per tin.
SOLD BY LANE, CRAWFORD
AND OTHER STORES.

Can be "WHIPPED" but cannot be BEATEN.
FREE FROM PRESERVATIVES.

SERVICE to UNITED STATES NEW YORK and/or BOSTON via Panama

S.S. "KEKETTICUT" ... About Middle of July.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE

TELEPHONE 2477 & 2478 AGENTS 6th Floor HOTEL MINGTONG

THE CHINA & AUSTRALIA S.S. CO.

For MELBOURNE & SYDNEY via MANILA, SANDAKAN & QUEENSLAND PORTS.

"GABU" (Cargo only) ... July 2nd.
"HWAH-PING" ... July 4th.
"VICTORIA" ...

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S.S. CO.
Agents,
113 Connaught Road Central.

A GREAT TRIUMPH.

THE PANAMA PASSAGE OF H.M.S. "RENOUV".

H.M.S. *Renou*, April 28th.
The passing of the Panama Canal on March 30th by H.M.S. *Renou* is an event in history, and marks a double triumph shared by the two great English-speaking nations of the world. The construction of this great canal is well known as a marvel of engineering skill, with the passing of the largest ship that ever took the short cut between the Atlantic and the Pacific Oceans a new emphasis is added to what was great before. The soil of the canal banks is spongy and treacherous. Dredgers of enormous power are constantly at work in the Culebra Cut, and another ingenious engineering method is employed to relieve the pressure. Water at high steam-pressure is driven in a steady stream some distance inland from the danger point, on the banks, and making channels in the spongy soil relieves the high bluffs on the bank of the canal from the pressure behind which seems not unlikely at times to thrust the whole huge bluff down into the bed of the canal. The Culebra Cut is the scene of most of the landslides which menace the safety of navigation in the Canal. It is evident, however, that the methods employed to deal with them are adequate, and such that in due course of time the present dangers will disappear under constant treatment through a course of years. The American controllers of the Canal frankly own that they recognise no finality about their undertaking, and are continually experimenting with a view to improvements in all directions.
The great landslide in the Culebra Cut reported to us before we left England was being energetically dredged away, the pressure behind relieved by the methods described, while we were covering the 4,838 miles from Portsmouth via Barbados to Colon. Soundings carefully taken revealed a sufficient, barely sufficient, depth of water for this leviathan battle-cruiser, and all promised well, when a precautionary sweep revealed the presence of a fifty-ton rock right in the narrow fairway apparently missed by the soundings already taken. This reduced our margin of safety at a critical point and made the cut absolutely impassable. The *Renou*, which drew several more feet than the depth provided by the most energetic dredging at the spot where the rock emerged from general detritus of the landslide. Finally divers went down and blasted it to pieces for a sufficient depth, and dredgers then scooped and smoothed over the fairway, not however to its normal depth, but only sufficient to give the *Renou* a margin of something like two feet of water.

A KNotty PROBLEM.

This little affair was, of course, the outstanding incident of the passing of the Canal, and will probably remain so for the general public. I find, however, from those most competent to pass an opinion that the triumph of this passage lies elsewhere. Extraordinary obstructions, not uncommon to the Panama Canal in its present early stages of development, do not constitute the chief and permanent interest of this passing of a great canal by a great battleship. The *Renou* is some 90 feet longer than any ship possessed by the United States, which has ever passed the Canal. The naval board of the Canal, in view of the extreme importance of the event had carried out a drawing made of every feature of the Canal from the navigation point of view and an outline model of the *Renou* to the same scale. I understand that the model would in no wise take the curves on the drawing, blue prints of which were sent aboard, but it is the triumph of the *Renou* and those who designed and ran her that she accomplished the impossible. When the American pilot had made intimate acquaintance with the *Renou*, he felt no scruples in undertaking to put her through. Higher authorities, however, wanted to saddle the ship's officers with all responsibility for attempting a feat which ocular demonstration by plan and model to scale had shown to be impossible. Ultimately, as became the representatives of the two great English-speaking countries, a compromise was effected. The pilot would take all responsibility save and except for anything that might occur in consequence of any breakdown or partial failure of anything aboard. That was good enough for the *Renou*, and she proceeded gallily on her way without mishap. —Morning Post.

CABINS FOR STEERAGE PASSENGERS.

PLANS OF OSAKA SHOSHEN KAISHA

The recent restrictions placed on picture brides by the Japanese Government, has greatly increased steerage travel between Japan and the United States. Japanese contemplating matrimony come to Japan and get married, taking their bride to America with them. The majority of these people travel steerage and Government regulations require the sexes to be separated in the third class.
The Osaka Shosen Kaisha has changed the third class accommodations on its steamers, dividing them into separate rooms. This will allow honeymoon couples to travel together. All of the large passenger steamers are being arranged this way. The company announces that there will be no extra charge for these third class cabins.

COAL MINES IN SAGHALIEN. OWNERS NEGOTIATING SALE IN JAPAN.

It is reported that representatives of Russian firms owning coal lands in Northern Saghalien, are now in Japan for the purpose of disposing of their property. According to reports of Russian engineers, who have spent several years in Saghalien investigating the extent of the coal deposits, there the coal is of first class quality and the supply almost inexhaustible. In the district where the most careful observations were made there is 2,500,000,000 tons of coal. Petroleum is said also to exist in large quantities.

WEATHER REPORT.

June 28th, at 12.25.—No returns from Japan and Vladivostok.
Pressure has increased slightly to moderately at all reporting stations. The depression is probably filling up, while another depression has developed over Tongking.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.50 inch. Total since January 1st, 48.03 inches against an average of 37.86 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Direction	Forecast
Hongkong to Gap Rock	N.W. or variable winds; moderate; fair.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamook	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG TIDE TABLE.

From June 29th to July 5th, 1920.

Day of Week	Day of Month	High Water		Low Water	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Tues.	29	h. m.	ft. in.	h. m.	ft. in.
		7 43	8 7	1 15	4 0
Wed.	30	8 21	4 0	3 32	1 1
		8 21	7 0	1 33	3 0
Thur.	1	9 01	7 1	2 33	3 0
		9 01	11 17	3 33	3 0
Fri.	2	9 22	7 2	3 7	3 0
		1 48	4 1	4 47	0 6
Satur.	3	9 55	7 1	3 41	3 1
				3 21	0 0
Sun.	4	10 14	4 2	4 14	3 1
		10 21	7 0	5 58	0 3
Mon.	5	10 21	4 2	6 14	1 1
		11 2	6 8	6 34	1 1

MARTIN'S
ASAHI BEER
A Pure Japanese Beer
Brewed at Asahi Brewery Co., Ltd., Tokyo
Sole Importers: MESSRS. J. & R. CO., Ltd.
100, Queen's Road, Hong Kong.
MARTIN'S
ASAHI BEER

ASAHI BEER



SOLE AGENTS

MITSU BUSSAN KAISHA.

THE NEW SPERM CEMERY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Sperm Cerebrum. No. 2 for Sperm Cerebrum. No. 3 for Sperm Cerebrum. Each is a pure Sperm Cerebrum. Each is a pure Sperm Cerebrum. Each is a pure Sperm Cerebrum.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

STRAITS & CALCUTTA	"KWAISANG" Tues. 29th June, 3 p.m.
HAIPHONG via HOIHOW	"TAKSANG" Wed. 30th June, 8 a.m.
SHANGHAI via SWATOW	"KWONGSANG" Wed. 30th June, 8 p.m.
SHANGHAI	"CHOWSANG" Fri. 2nd July, 8 p.m.
TIENSIN	"CHIESHANG" Fri. 2nd July, 8 p.m.
MANILA	"WINGSANG" Fri. 2nd July, 8 p.m.
SINGAPORE & PENANG	"CHINSANG" Sat. 3rd July, 8 p.m.
38 YUAK	"KINSANG" Sat. 3rd July, 8 p.m.
STRAITS & CALCUTTA	"KUMSANG" Tues. 6th July, 8 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang, and Singapore; returning from Calcutta steamers proceed via Swatow and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodations, and are fitted with Electric Light and Fans and carry Surgeons.
SHANGHAI LINE.—Sailings approximately every five days between Shanghai, sometimes calling at Swatow. Through bills of lading are obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.
MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.
HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo calling at Hoihow when convenient.
BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through BILL of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.
TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

CALCUTTA LINE.

S.S. "CHAKSANG"

will be despatched on or about July 2nd, for SINGAPORE & PENANG.

S.S. "KUMSANG"

will be despatched on or about June 29th, for SINGAPORE, PENANG and CALCUTTA.

Cargo accepted on Through Bills of Lading (Transshipment at Singapore) to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

TELEPHONE No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

Vessel	Outwards	Due Hongkong
"GLENLYLE"	...	2nd July
"GLENTARA"	...	12th July
"GLENTAMOR"	...	15th July
"GLENSANDA"	...	28th July

Vessel	Homewards	Discharges
"CARMARTHENSHIRE"	2nd July	LONDON & ANTWERP
"GLENLYLE"	28th July	Genoa, London & Antwerp

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

AGENTS: The Glen Line, Ltd.,
The Royal Mail Steam Packet Co.
Owners of "Shire" Line.

Tel. No. 215, sub. ex. 21.

Cable Address

Kawakisen, Kobe.

Bentley's, A.B.C. 5th Ed.

and Boat's Codes.

Telephone: Bannockly

2844, 2845

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP Y20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MATSUYA ABE

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management:—

Twenty steamers of about 9,100 tons deadweight each

Two steamers of about 6,400 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,

No. 8, Bunko, KOBÉ.

AMERICAN & ORIENTAL LINE

FOR HAVANA AND NEW YORK
via Panama Canal.

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGON BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH, and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agent."ELLERMAN" LINE.
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

JAPAN, CHINA AND STRAITS.

UNITED KINGDOM AND CONTINENT.

LONDON & HAMBURG "KATHLAMBA" 29th July.
Subject to change without notice.For particulars of sailings shippers are requested to apply to the undersigned.
THE BANK LINE, LTD.,
or to Messrs & Co., Canton.
General Agents.C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamer To Sail

From	Steamer	To Sail
SHANGHAI	"KWEILIN"	On 29th June, 11 A.M.
SHANGHAI	"HUICHOW"	On 29th June, 9 A.M.
SHANGHAI	"HAIKONG"	On 29th June, 10 A.M.
SHANGHAI	"SHANTUNG"	On 29th June, 11 A.M.
SHANGHAI	"CHUAN"	On 29th June, 11 A.M.
SHANGHAI	"BUNNING"	On 1st July, Noon.
SHANGHAI	"YINGHONG"	On 2nd July, 4 P.M.
SHANGHAI	"LINAN"	On 6th July, 11 A.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation. Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weeks), and Tsingtao (weekly) taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Whampoa.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

Telephone 38.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 8 to 10 Days).

Steamer	Departure	Arrival
"HAIKONG"	Capt. W. O. Passmore TUESDAY, 29th June, at 3 P.M.	
"HAIKONG"	Capt. A. H. Stewart FRIDAY, 2nd July, at 3 P.M.	
"HAIKONG"	Capt. J. S. Thomson TUESDAY, 6th July, at 3 P.M.	

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

DOUGLAS S.S. CO. LTD. and CHINA MUTUAL S.S. CO. LTD.

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

Steamer	Destination	Date
"DEUCALION"	via Suez	7th July.
"CITY OF OHIO"	via Suez	27th July.
"PARLING"	via Suez	6th Aug.
"NINGBOH"	via Suez	6th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
HONGKONG and CANTON REISS & CO., CANTON.

P. & O. - BRITISH INDIA.

APCAR AND EASTERN &
AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RND SEA.

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"KARMALA"	9,000	29th June 10 A.M.	Marseilles, London & Antwerp
"DEVANHA"	8,100	17th July.	Marseilles, London & Antwerp
"DILWARA"	3,400	17th July.	Straita Colombo & Bombay
"LAHORE" (Cargo only)	5,200	28th July.	Marseilles, London & Antwerp
"KALYAN"	9,700	10th Aug.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"MADRAS" 7,000 4th July. Straits, Rangoon & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	Date	Destination
"ST. ALBANS"	4,800	10th July.	Nandakan, Thursday Island.
"EASTERN"	4,000	13th Aug.	Cairns, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	Date	Destination
"ST. ALBANS"	4,800	30th June.	Kobe direct.
"LAHORE" (Cargo only)	5,200	3rd July.	Shanghai & Japan.
"DILWARA"	3,400	5th July.	Shanghai & Japan.
"KALYAN"	9,700	12th July.	Shanghai & Japan.
"JEYPURE" (Cargo only)	5,200	14th July.	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.R.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.
All-Outside are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Parcel Measuring not more than 2ft. x 2ft. x 1ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.
For further information, Passage Fare, Freight, Handbooks, etc., apply to MACKINNON, MACKENZIE & CO., Agents.

23, Des Voeux Road Central, HONGKONG.



TRANS-PACIFIC SERVICE

operating the following U.S. Shipping Line Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

Steamer	Departure	Arrival
END. COYT	...	About July 10th.
"WHE" ND	...	About July 16th.
"ELDRIDGE"	...	About July 23th.
"ELETON"	...	About Aug. 10th.

For PORTLAND direct.

Steamer	Departure	Arrival
"ABERROS"	...	About July 4th.
"PAWLET"	...	About July 26th.

Through Bills of Lading issued to Overland Commerce points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 3477 & 3478. 15th Floor, Hotel, MANAGER.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGER

"NANKING" "CHINA" "NILE"

15,000 tons, 10,500 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

Steamer	Destination	Date
"SHANGHAI"	JAPAN PORTS and HONOLULU	...
"NANKING"	"CHINA"	July 22nd.
"NILE"	"NILE"	28th Aug.

An unsurpassed high-class passenger service.

O. H. RITTER, Prince's Building, 100 Home Street.

Telephone, Passenger Dept. 1234. Telephone, Freight Dept. and Agents' Office.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

THE PATHWAY OF THE SUN.

STEAMERS	TONS	LEAVE HONGKONG
"PERSIA MARU"	9,000	July 6th.
"KOREA MARU"	20,000	July 14th.
"SIBERIA MARU"	20,000	Aug. 20th (from Yokohama).
"TENYO MARU"	22,000	Aug. 28th.
"SHINYO MARU"	23,000	Sept. 5th.

* Omitting call at Shanghai. * Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO

VIA JAPAN, SALINA CRUZ, BALBOA, CALLAO, ARICA & TIQUIQUE.

THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
"KITO MARU"	17,000	July 15th.
"ANYO MARU"	18,500	Sept. 9th.
"SEIYO MARU"	14,000	Nov. 9th.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, MANAGER.

King's Building. Tel. Nos. 3274 & 3275.

Agents at Canton: Messrs. T. E. GRIFFITHS, LTD.

[35]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KORE & YOKOHAMA	"AMAZONE" 10,000 "ANDRE LEBON" 22,000 "PAUL LECAT" 20,000 "ARMAND BEHIC" 10,000	On or about 1st July. On or about 3rd Aug. On or about 15th Aug. On or about 4th Sept.

MARSEILLES, VIA SAIGON, SINGAPORE, COLOMBO, DIBOUT, SUZ, PORT SAID.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,
Acting Agent,
Queen's Building.

Telephone 740.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

—Monthly direct service via Singapore and Port Said.

"HIMALAYA MARU" (Call Marseilles) ... Sunday, 11th July.

"ALPS MARU" ... Tuesday, 7th Sept.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"MEXICO MARU" ... Sunday, 8th Aug.

"CHICAGO MARU" ... Tuesday, 14th Sept.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"BURMA MARU" ... Sunday, 18th July.

"SIAM MARU" ... Beginning of Aug.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.

"SHISEN MARU" ... Friday, 2nd July.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Island.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ARABIA MARU" ... Tuesday, 28th June.

"ARIZONA MARU" ... Saturday, 17th July.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"AMAZON MARU" ... Saturday, 2nd July.

JAPAN PORTS—Mori, Kobe, Yokohama & Yokohama.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.R.K. wharf near the Harbour Office.

TAKAO via SWATOW & AMOY. Thursday, 1st July.
For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager,
No. 1, Queen's Building.

Tel. No. 744 & 745.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE.

HONGKONG TO

LOS ANGELES, CALIFORNIA, U.S.A.

DESTINATION	STEAMER	DATE	DESTINATION	STEAMER	DATE
LOS ANGELES	"WEST MONTOP"	July 25th.	LOS ANGELES	"WEST MONTOP"	July 25th.
LOS ANGELES	"WEST HIKI"	Aug. 2nd.	LOS ANGELES	"WEST HIKI"	Aug. 2nd.
LOS ANGELES	"WEST VINTA"	Sept. 5th.	LOS ANGELES	"WEST VINTA"	Sept. 5th.
LOS ANGELES	"WEST HIXTON"	Oct. 7th.	LOS ANGELES	"WEST HIXTON"	Oct. 7th.

Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment en route.

Shippers' connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

Head Office: Los Angeles, Calif. Hongkong Office: Prince's Building, Chamber K.

Branch Office: Kobe, Shanghai. Tel. No. 1062.

Branch Office: Manila, Singapore. CHAS. E. RICHARDSON

General Agent for South China.

